



March 2019 Year 66 #3

Wheel Tracks



Mike Felix's 1937 Dodge MC Pickup
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The Official Monthly Publication of the Vermont Automobile Enthusiasts



FROM OUR
PRESIDENT,
JAN
SANDER

Our year got off to an automotively good start with our Models and Memorabilia meeting in January. Way back in January of 1993, when I was the outgoing VAE president, I was having a devil of a time coming up with an idea for the January meeting. What can car enthusiasts do in the cold, snowy winter months when the cars are all put away, I wondered. Suddenly, an inspiration came - I collect models of cars, I'll bet many of my fellow VAE members also collect something related to the hobby. So, I came up with the idea of a meeting to feature our antique automobile related collections. The idea caught on and we have held a number of Models, Memories, and Memorabilia meetings since. It is always fun to see what else we collect in addition to the cars. It is one of my favorite VAE activities.



My personal favorite from this year was Joe Paradis' old gramophone and recorded cylinders with car related songs on them. For you younger members, long before we listened to music on our phones, there were gramophones, then record players on which we listened to music on 78rpm records. These were hard plastic disks which were very easily breakable or scratched. Then we evolved into albums of music on 33 1/3rpm records which did not easily break and contained a lot more music - several songs on each side. That was followed by the 45rpm which contained a single song per side.

Then things really took off with the introduction of 8-track tape players. Until the 8-track came

along, the only way to listen to music as you drove was the car radio. Car radios were a new thing in the 1930's, but they weren't really popular until the 1950's. Now you could get an 8-track player in your car and listen to music of your choice as you drove!

I should mention that Chrysler Corporation, in 1957 introduced a record player in the glove box that operated off the car battery, but you couldn't play records while the car was moving because the needle would skip and ruin your records. So, you could only use it while parked with the engine running. That killed the battery. I know this from teen age experience.

Cassette tapes and in dash cassette players were the next great thing to come along followed by the CD player. We all know what happened next - music on our mobile devices and subscriptions to digital radio for your car listening pleasure. I constantly marvel that I now have what use to amount to, several shelves of albums and CDs on my tiny iPod, that I can hold in the palm of my hand. How we have evolved from Joe's gramophone!

Continued on page 3

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1953 Ken Gypson
 1954 Rod Rice
 1955 Rod Rice
 1956 Walter Jones
 1957 Walter Jones
 1958 Lloyd Davis
 1959 James Mc Gafflin
 Dale Lake
 1960 Bob Jones
 1961 Charles Arnholm
 1962 Robert Slade
 1963 Don Brown
 1964 Richard Evans
 1965 Willis Spaulding
 1966 Wesley Pope
 1967 Bill Young
 1968 Leo Laferriere
 1969 Adrian West
 1970 Chuck Haynes
 1971 Lloyd Davis
 1972 Wayne Martin
 1973 Larry Johnson
 1974 Tom McHugh
 1975 Rod Dolliver
 1976 Bob Gioria
 1977 Alden Chapman
 1978 Richard Turner
 1979 Genevieve Morgan
 1980 Al Ward
 1981 Russ Snow
 1982 John F. Gray
 1983 Mike Hayden
 1984 Bob Groves
 1985 Dave Gonyon
 1986 Peter Crosby
 1987 Bonnie Groves
 1988 Tom MacLay
 1989 Tom McHugh
 1990 Bill Dexter
 1991 Avery Hall
 1992 Jan Sander
 1993 Bob Jones
 1994 Bill Fagan
 1995 Frank Mazur
 1996 Don Rayta
 1997 Bill Sander
 1998 Bill Erskine
 1999 Joe Paradis
 2000 Mary Mazur
 2001 Fred Cook
 2002 James Willett
 2003 Gael Boardman
 2004 Ray Tomlinson
 2005 Conception Conti
 2006 Bob Chase
 2007 Andy Barnett
 2008 Nancy Willett
 2009 Gene Fodor
 2010 Don Rayta
 2011 Wendell Noble
 2012 Dave Sander
 2013 Jim Sears
 2014 Robert Lalancette
 2015 Dan Noyes
 2016 Dan Noyes
 2017 Dave Stone
 2018 Dave Stone
 2019 Jan Sander

FROM YOUR EDITOR... GARY FISKE



Our friend died a few days ago, I miss him. Ken Barber had many friends, his gentle and genteel ways attracted people. We all knew he wanted nothing more from you than good conversation.

He was nearly ninety when he passed and he still had things on his list to do. He loved photography and was close to having a darkroom again, after a move from his home outside Barton, into the village. His most prized possession was a collection of class negatives he had found in an attic many years ago. You have seen some of those pictures that Ken developed, here in Wheel Tracks. Those negatives and the thousands he had taken over the years with his Mamiyaflex camera were in his darkroom plans.



I have only known Ken for a few years, not long enough, but it seems I have known him for many more. When he would recount some story from the past, I felt like I was there while it was happening. He passed his story telling and writing abilities off as ho-hum, but he mastered both very well as far as I am concerned.

As a young man, Ken and a friend decided to leave the North East Kingdom and Vermont. They traveled across the U.S and ended up in Los Angeles, where he found a place to live and a job that he liked. He told me it did not last long

before heading back to Vermont. I remember asking him why he lives in the NEK and he simply replied, "I just like it here". Good bye Ken Barber.

From page 2...from our president

As we move along into the year and our VAE activities, I hope that you might be interested in becoming more active in your club. There are many ways to volunteer as we have several committees and 2 shows. Maybe you could write an article for Wheel Tracks, about your vehicle or an adventure you have undertaken with your antique vehicle. I am currently looking for a member or two to join the Nominating Committee. This committee recruits candidates for our club offices. If this is something that you would like to do, please contact me. Another way to help our club, would be to bring a friend or a young person, to a monthly meet or two; let's get more younger folks involved. In March we will be returning to the Subaru Race Team headquarters in their new, expanded location. That should appeal to some young car enthusiasts, as well as us older types. (information and directions can be found on page 14)

**Membership
Only \$30**

\$50 for 2 years

**Wheel Tracks
Monthly deadline to
the editor is the
5th of each month**

Contact Us At...

vaeinfo@gmail.com

**Or
Our Website at
vtauto.org**

**"How to be
a member"**

***Go to vtauto.org**

***Click "Join VAE"**

***Print form, fill it
out and mail it with
your \$\$ to our
secretary**

If you want your
latest
Wheel Tracks
earlier.... go to
vtauto.org then to our
Member Only Page.

The new issue can
usually be found
there, around the 25th
of the month

Wheel Tracks
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in print and
electronically for the
public, and for the
VAE membership.
The VAE is a 501c3
a not-for-profit Inc.





"The Softer Side"

A Column Shared by Anne Pierce (Left), Judy Boardman (Center) & Nancy Olney (Right)



'BIRDS OF A FEATHER' from Nancy

Friday night (February 1, 2019) we lost a good friend and the area lost a knowledgeable, passionate historian in Ken Barber.

Ken was a VAE member and has contributed to Wheel Tracks many times. If you didn't know him, I wouldn't be surprised. He didn't inject himself in the running of the operation, not to say he didn't have opinions about its "runnings". I think some of the reason was that things tended to annoy him, so he stayed away.

He was an avid collector of information in the form of books, papers, magazines and photographs. He loved printing photographs of local history from some glass negatives which he had collected. And with them, he had great recall and knew facts which, I fear, without being written down, will be lost forever.

His knowledge spanned a huge number of things, from town and village history and changes, antiques, old tools, trucks and of course, cars. Recently Ken wanted my husband, Gary, to take him to Maine to get about 200 Life magazines from the 40's and 50's. After Ken looked them over he passed them on to Gary and they now reside under my dining room table!

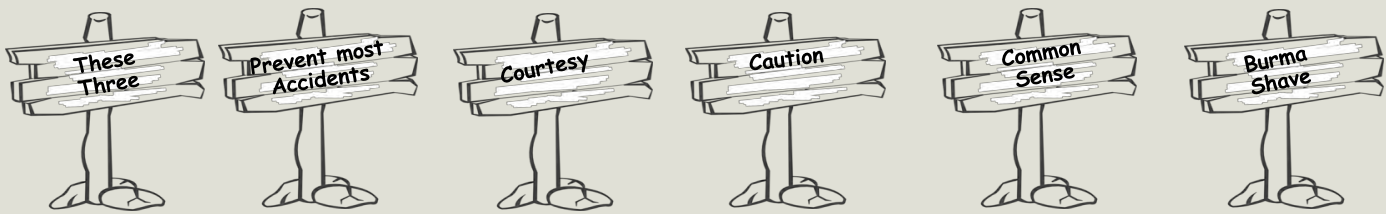
Ken was as concerned as Gary, about the loss of history, when things get thrown away or by people passing away. This would include the loss of skills, that at one time, many could do. I know Gael Boardman was impressed with Ken's skill in producing hand hewn beams for a house Ken built for his family. I also know Ken would give Gary items knowing he would 'hang on to them'.

One of the reasons I liked Ken, so much, was that if Gary suggested going somewhere and I didn't really want to go, I would say, 'why don't you ask Ken'. Gary and Ken, being like-minded, enjoyed the outings with each other and I enjoyed seeing them go!

Ken could be kind of cranky and believe it or not, so can Gary. That along with their common interests and we have "**Birds of a feather flock together**". Another 'bird in the flock' is Gary Fiske. Gary and Ken had become great friends with common interests. I can't believe, however, that Gary ever gets cranky. Ken you will be missed by Gary and I, maybe not wholly for the same reasons but thoroughly missed none the less.

Rest in Peace, dear friend.

Wheel Tracks note.... Ken's two sons, Glenn and Scott, while completing the obituary, decided to asked if someone would like to make a donation in Ken's name, they can donate to the Vermont Automobile Enthusiasts. Our treasurer, Don Pierce at 203 Colchester Pond Road, Colchester, VT 05446 is where it can be sent.



WORDS

Crate Engine: A factory-built, ready to run engine.

Fade-Aways: Fenders that taper back into the body.

Grocery Getter: A mild street rod that is used for a run to the store and back



A guy is sitting at home when he hears a knock at the door. He opens the door and sees a snail on the porch. He picks up the snail and throws it as far as he can. Three years later there's a knock on the door. He opens it and sees the same snail. The snail says: 'What the hell was that all about?'

I knew a guy who was addicted to brake fluid. When I asked him about it, he told me it wasn't really a problem - he could stop any time.

Sid and Irv are business partners. They make a deal that whichever one dies first, he will contact the living one from the afterlife. So Irv dies.

Sid doesn't hear from him for about a year, and figures there is no afterlife. Then one day he gets a call. It's Irv. 'So there is an afterlife! What's it like?' Sid asks.

'Well, I sleep very late. I get up, have a big breakfast. Then I have sex, lots of sex. Then I go back to sleep, but I get up for lunch, have a big lunch. Have some more sex, take a nap.

Huge dinner. More sex. Go to sleep and wake up the next day.'

'Oh, my God,' says Sid. 'So that's what heaven is like?'

'Oh no,' says Irv. 'I'm not in heaven. I'm a bear in Yellowstone Park.'

A guy shows up late for work. The boss yells, 'You should've been here at 8.30!' He replies.

'Why? What happened at 8.30?'



Wheel Tracks Academy

The Mother Of Invention
from Wendell Noble

What makes old cars so interesting is how they differ from modern cars. To me, an old car is one that is older than I am. A modern car is any car that I can remember seeing new in a showroom. The trail that connects the two is composed of landmark technical innovations.



Electric headlights replaced kerosene and acetylene burning lamps. They first appeared in production in the 1908 Peerless, powered by a separate battery. They were first integrated into the car's electrical system by Cadillac in 1912. That's the same year Cadillac introduced the electric starter, developed by Charles Kettering of Dayton Engineering Laboratory Co. (Delco).

Hydraulic brakes, as we know them today, were commercialized by Malcolm Loughead in 1917. He apparently thought his name was awkward because he later changed it, as well as his company name, to Lookheed. His brakes were first used on production cars by Duesenberg in 1921.



Flashing turn signal lights were first patented in 1938 and introduced on Buicks in 1939.

The hydra-matic automatic transmission, making drivers shiftless, was introduced on Oldsmobiles and Cadillacs in 1940.

Of course there have been other conveniences added along the way. Things like outside rearview mirrors, windshield wipers, washers and defrosters made driving safer. Heaters and air conditioners made it more comfortable. **The real biggie though, as far as I'm concerned, is the cup holder.** The '50s cars had little recesses in the backside of the glove compartment door to balance a cup or two. This had some utilitarian value if the car was parked. However, it was a recognition by the industry that there was a definite need for a more stable receptacle for your beverage of choice. Just imagine the engineering and research that must have gone into bringing forth this ultimate breakthrough. So many variables to deal with. It had to be round, a couple inches in diameter, an inch or so deep and within easy reach. They finally did it. The first vehicle that I recall that had a real cup holder, was in the '80s.



The next innovation I'm waiting for is a place to put your cell phone. I'm sure they must be working on it. Already Weather Tech has an aftermarket cell phone holder available. It goes, guess where? In the cup holder.

Continued from the front page....

Mike Felix's 1937 Dodge MC Pickup



From the build sheet I obtained from Historical Services at Fiat Chrysler Automobiles, I have determined:

My 1937 Dodge MC was built on June 23, 1937 at the Chrysler Corporation, Dodge Truck Division, Hamtramck plant in Michigan. When it left the factory it was shipped to Perth Amboy, New Jersey with the following options installed: shock absorbers, front and rear (\$9.50), interior sun visor (\$2), auxiliary windshield wiper (\$4), a tire lock (\$2.50) and a rear chrome bumper (\$8.50). These accessories are still with the truck except for the tire lock, but the hole where the tire lock shackle would be located is present in the hub where the spare attaches to the fender assembly.

Curiously, two items on the build sheet remain unresolved at this time. The first is the abbreviation, "sov", in the list of options contained in the build sheet. Accordingly, the truck was built with three "sov" and I currently have no idea what the "sov" abbreviation identifies. Secondly, I can not determine if the truck left the factory with the utility box. The build sheet indicates the rear body as a "2", unfortunately I am unable to determine what the "2" refers to, when describing the rear body. And the "rear fender" option is left unchecked on the build sheet. As you might expect, the truck has no rear fenders. If you know of anyone with knowledge of the coding used in Dodge build sheets from that era, I would appreciate their contact information.

I have had several automotive professionals analyze the utility body to determine who manufactured it. In addition to being unable to locate a makers mark, these individuals all concluded that the box was made by a manufacturing concern and not a one-off built by a local craftsman. The gauge of the metal and the accuracy of the stampings indicate to them, that the box was built by, an unnamed industrial manufacturer. The wiring and fittings used to secure the box to the frame rails also indicate the truck probably left the factory, with this box attached. If you know of anyone with knowledge of utility boxes and their manufacturers, I would appreciate their contact information.

The history of the truck from the time it left the factory until somewhere in the 50's is unknown to me. The individual from whose estate it was purchased, in the 50's, is identified in the faded black paint on both doors - Hans Kuhn, Builder, Grand Gorge. Grand Gorge is located in rural New York as is the farmer I purchased it from in 1977, who worked a dairy farm in Franklin, New York. During my college years I had seen the truck occasionally moved around the farm and noticed it did not have license plates on it. The story goes that the farmer bought the truck to use on the farm and for his boys to learn how to drive. The boys had no interest, so the farmer did not register it for the road. He used the Dodge to drive around the farm for approximately 20 years. So a few years out of college I got enough courage to ask him if it was for sale, we struck a deal and I towed it home a week or two later.

When I purchased the truck it was not drivable, the engine was seized, the interior was unusable, the windshield was delaminated, the rear window was broken and it had 107,960 miles on the odometer. I intended to restore the truck and have fun with it. Over the years I never had the time or resources to devote to the truck. Fast forward from 1977 to 2015, the spring of '15, my son motivated me to get the truck running and usable again. Each of the trucks systems were evaluated and all parts that needed to be replaced were, so it would become a reliable driver. The Dodge passed Vermont state inspection in October of 2015 and I have been using it since. It does not have special antique plates, but regular truck plates, so I can enjoy it whenever possible and not have to worry about the restrictions imposed on vehicles with antique plates.



Continued on page 7

From page 6



The truck is as original as I could keep it and still be a reliable driver. The inner surfaces of the utility box has its original paint as does the fenders and firewall. Somewhere in the 50's a previous owner hand brushed the light green paint over the stock dark green paint. Inside one of the utility box compartments are the two remaining original sliding wood trays used to hold tools.

The Dodge is used for weekend chores and has successfully taken me on one 320 mile round trip excursion in under 24 hours. What fun it is to experience the response of people as I pull into a shopping area. Most rave about the originality and patina of the truck, the uniqueness of the utility box and implore me not to change it. Double clutching to and from my weekend destinations has become something I very much look forward to and hope to continue enjoying for years to come.

Thanks, Mike Felix



Please Remember....
This is the “Year Of The Truck” at our Father’s Day, Shelburne Museum Classic Auto Festival



All Antique & Classic Cars Are part of the Show Also.

Get your vehicles ready for the big Day
And register your entry on our web site

Schedule of Events

Friday, June 14th Noon to 5PM

- ◆ Check in at registration tent
- ◆ Participating vehicles escorted into the museum.
- ◆ Enjoy the museum for the rest of the day

Saturday, June 15th 8AM

- ◆ Check in at registration tent and escorted to your museum space.

10AM to 5PM

- ◆ Museum and Festival open to the public
- ◆ Events of interest throughout the day for both children and adults.
- ◆ Film Showings
- ◆ 5 to 8PM...Reception for registered participants

Sunday, June 16th 8AM to 3PM

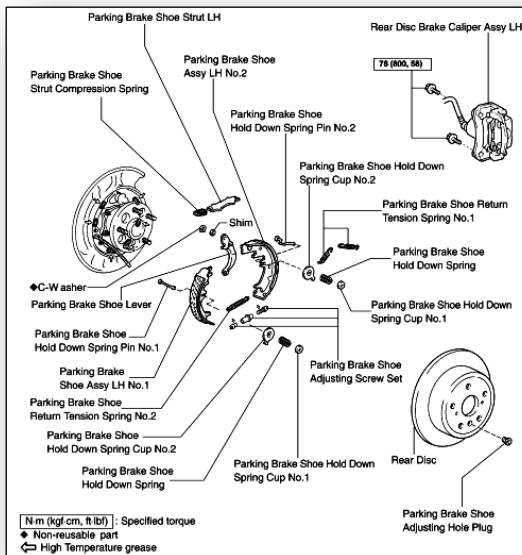
- ◆ Events of interest throughout the day for both children and adults.
- ◆ At Noon... A free BBQ lunch for all show participants
- ◆ 3PM...Awards Ceremony with awards going to: Oldest Vehicle, Furthest Driven Award, Museum Director's Award and Chairman's Award



This was the good news! Something strange happened to me last week. I loaded the garbage and the recycling into the minivan to do the Saturday trip to the transfer station, and the right rear wheel locked up when I backed up. As this happened, the rear axle made unpleasant noises. I thought the parking brake was seized, and was relieved when the wheel moved ok going forward.

On the way home, the right rear wheel locked up while driving forward, making horrific noises. Again, I thought the noise was originating from the rear axle. I definitely heard the differential banging against the frame cross member it is mounted on. I drove up my driveway, with the wheel seized. I googled the problem, and found many stories of the rear differential failing, causing a rear wheel to lock up. Fortunately, the part is available rebuilt, but they are expensive.

I planned on removing the differential to verify it was in fact bad before I purchased a used or rebuilt unit. I thought I should check the right rear hub first to rule out any problem there. Fortunately, I found the problem. This vehicle has four wheel disc brakes, with the parking brake on the rear. The parking brake has conventional brake shoes on a drum in the center of a "hat" type rotor. Somehow, something came apart with the parking brake assembly, and the whole assembly broke apart and jammed against the rotor. I have to replace the backing plate, caliper mount, rotor and the whole parking brake assembly. It is bad, but infinitely better than a bad differential. I have never seen anything like this before.

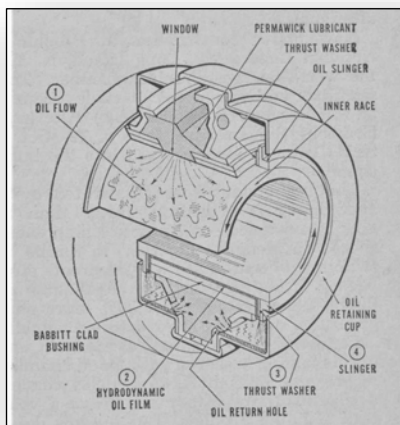


An example of a drum emergency brake with regular disc brakes.

[illegible]

I am running out of ideas on what to write about in this column. If you have any ideas, or any questions you want me to answer, please let me know.

Dave's Garage...email....dasander@aol.com



Pictured right, and the following is an article from the December, 1960,
“Science and Mechanics” magazine.
 Bearing Lubricates Itself

Designed to replace ball bearings and have several times their life expectancy, this new Hy-Film bearing never requires relubrication. It utilizes the phenomenon of hydrodynamic oil film. The diagram at left: (1) Oil is drawn from reservoir through bearing window; (2) rotation of inner race under load generates hydrodynamic oil film, supporting race without metal contact; (3) oil forced to bearing ends by film pressure lubricates thrust washer and (4) oil is picked up by slinger and returned to retaining cup, where it is reabsorbed by Permawick in oil return hole. Tann Bearing Company of Detroit, Michigan, designed and developed the bearing.

What is hydrostatic and hydrodynamic bearing? Hydrostatic bearings are externally pressurized fluid bearings, where the fluid is usually oil, water or air, and the pressurization is done by a pump. Hydrodynamic bearings rely on the high speed of the journal (the part of the shaft resting on the fluid) to pressurize the fluid in a wedge between the faces.

What are the types of bearings? There are many types of bearings, each used for different purposes. These include ball bearings, roller bearings, ball thrust bearings, roller thrust bearings and tapered roller thrust bearings.



VAE Gossip from GCF

I asked folks last month, what Bill Sander and Les Skinner might be talking about in this very sobering picture of them to the right. Here is Ken Gypson's guess.....

Les...."Where is that kid of yours with the beer?"

Bill yells.... Dave, hurry up with those beers will ya, Les has to be home by 7PM (Dave can be seen down the hall goofing off)



There was a "Replacement Knee Clique Convention" in Proctorsville, Vermont recently. (Wheel Tracks received permission to use the convention title from a participant)

There were only three RKC recipients but Proctorsville, Milton and Underhill were well represented. WT understands there was minimal spouse eye-rolling during the RKC recollections. Jeffersonville could have been represented but she was not invited.

We had a really nice mid-winter gathering in Waterbury. The January gathering is always fun, as with the holidays, we had not seen one-another for a while. Antique cars might be old but there are always things going on with them, summer or winter. One member, who dislikes Model A's with a passion, is rebuilding the truck's engine. He is sputtering with every detail of the rebuild, but I have a feeling he is slowly falling in love with A's and does not know it yet.

We had a silent auction table at the Waterbury meet. It started out with one table and as more items came in we had to add two more. Some really nice items were donated to the club and the tables were quite busy with folks trying to keep up with the bids. A little over \$150.00 was sold and tucked into our education fund. Thank you all.

It has become a bit of a tradition in January to also stop at the Vermont state surplus store on the way to the Waterbury meet. This year produced a great find. A lab oven with a \$50 price tag on it. It is now set up for powder coating and the oven's max heat level of 450 degrees is perfect. My neighbor and I went together and he is still whining about walking right by the oven and not noticing it! I got burnt, however, on a box of track lights, so the day was not perfect. They are very heavy duty and only \$5 apiece, so they came home, too. It turned out the lamps that go into them range in cost from \$18 to \$38! I might be able to make bird houses out of them.



VAEer, Dennis Dodd, has completed his Model T speedster. Hopefully he will take it to our Shelburne show to "unveil" his masterpiece. Wheel Tracks believes, somehow, it needs to get dirtied-up a bit. It is just too clean the way it sets today.

Remember that picture of Duane Leach's '64 Pickup parked in front of the Stearman airplane. Nick Nadeau found a company that made this picture that Duane is holding in the picture to the right. The quality of the reproduction is really great.



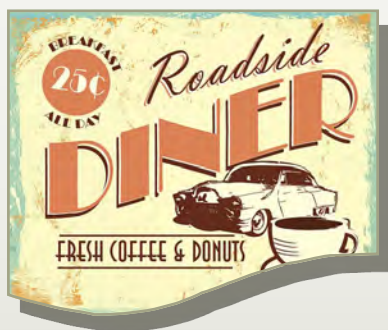
Speaking of Duane, he sent this photo (below) of what he operates, in his spare time, during the winter.



The "Rough Rider" snowmobile club owns this 2002 Tucker Terra Sno-Cat groomer and maintains about 50 miles of trails. Duane says they groom trails in Fletcher, Fairfax, Cambridge, Fairfield and Bakersfield. The sled the Tucker pulls uses 2 drags, one roller and 1200 field stakes to make the trails perfect.

The Tucker 2000 has a QSB 173 H.P. Tier 4i Cummins Diesel Engine, an Allison 2500 Automatic Transmission, H.D. Rockwell Drivelines and a 67" insulated 2 Passenger Cab with suspension bucket seats.

The vehicle weighs about 9000 pounds and four tracks are independently sprung and pivoted at the drive axle. These tracks are capable of tilting up or down to provide an inclined ramp for climbing over obstacles or spanning uneven terrain.



The Roadside Diner

Chicken Pie

A reminder..... traditional New England chicken pie contains no vegetables in the final dish. If you find a carrot or an onion in yours sometime, know you are eating the Southern variation.



Edi Fiske

6 pounds chicken pieces
1 medium carrot
1 large onion

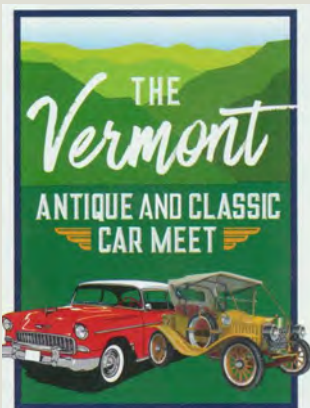
1 stalk celery plus some tops
1 bay leaf (a modern but tasty addition)
5 or 6 peppercorns

The day before. Cover chicken with water in a large pot and bring to a boil. Simmer 1-2 hours, or until chicken is tender and ready to slip off the bone. Do not boil. Remove chicken and let cool. Remove skin and bones, refrigerate chicken, and return skin and bones to the pot.

Simmer another 2 hours. This step can be eliminated but adds more body to the gravy. Chill the broth and skim off fat, reserving some for the gravy.

To make the gravy: Make a roux of 4 tbs chicken fat and 4 tbs flour. Blend gently over low heat for about 3 minutes. Remove from heat. Stir in 4-5 cups chicken stock, and when blended and smooth return to heat and simmer, stirring, for a few minutes. Refrigerate if you are making it the day before.

To assemble and serve: Heat oven to 450 degrees. Lightly grease a large shallow baking dish of a size that will hold the chicken in one layer. Arrange the chicken and cover with gravy. Set the dish in the hot oven while you make the biscuits. The gravy should be bubbling before you add biscuits to prevent them from being soggy. Make your favorite baking powder biscuit recipe and drop the dough in small lumps in the hot chicken mixture, or roll out dough and cut in rounds if you prefer. Bake in the hot oven until biscuits are golden brown. Serve immediately to 6-8 appreciative eaters.



From the January 16th show committee meeting.....

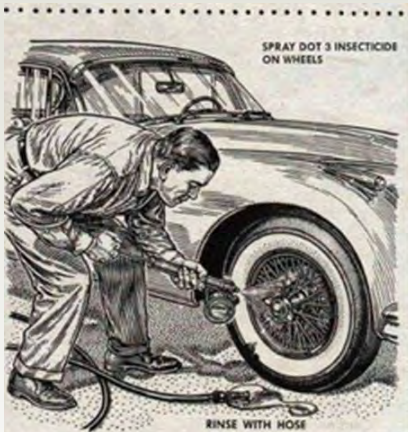
1. **General Information:** Ken Squier is home and much improved. VAE was well represented at Avery Hall's funeral. \$200 has been donated to the VAE in his memory. Bill Edmunds has passed away.
2. **Brochure:** Bill Sander has all the materials needed for the brochure except for identifying the car for the front cover. It being Jan Sander's choice, it will be her '49 MG TC.
3. **Sponsorship:** Carl Werth and Bob Chase have finalized the agreement for Carl's responsibilities. Letters for sponsorship solicitation are ready to mail. Bob will retain responsibility for all of prior year's sponsors. \$1,200 has been committed so far as is WDEV's in-kind donation.
4. **Special Event:** Bob Chase has included mention of antique tractors in the sponsorship letter as being "in honor of our agricultural heritage."
5. **Judging:** Mark Bennet reported that Ken Gypson will help with judging. He also is

ordering knee pads for use by judges.

6. **Awards:** Nothing new to report.
7. **Show Needs:** Highway signage is needed to suggest spectators coming from the north take exit 11 (Richmond). Three lanes are needed on Rte 2 at the show entrance on Saturday and Sunday morning. We must make certain that information about the show which comes up on Google search is correct.

Other Business: We have an email from Revitalize Waterbury, suggesting that the parade schedule be set so that the street dance can start immediately after. All present felt that such a late start for the parade would not be practical. The parade will start from a staging area in town, probably behind the RR station. Bob Chase needs to check with John Farr to be sure we are properly compensating him for our power usage. It is evident that we did not pay anything at all for the past year. Duane Leach is asking for ways to improve the Class signs, so that they are less cumbersome to set up and store. Wendell Noble reported that the directors had recommended inviting Auto Tech Career Center students to bring their project cars for display at the show. Preregistration of cars should be done through the Education & Charitable Outreach Committee. Exhibitors should get a card for admission.

****From Bill Billido's Ad Agency**....**



Wheels can be thrown out of balance by a buildup of wheel ants. Protect your car's smooth ride with weekly applications of auto grade insecticides.



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 Fits ANY TAIL PIPE EASY TO INSTALL
"CUSTOMIZE YOUR EXHAUST for only \$2."

THE NEW TAIL PIPE ATTACHMENT THAT GIVES YOUR CAR THAT JET LOOK!

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 Enclosed is \$ _____ for _____ Flare-O-Flame
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USE CAR'S EXHAUST TO CLEAN CUSHIONS

Using the exhaust gas of the automobile to clean the upholstery is the accomplishment of a recently invented device. An aluminum attachment is fastened to the exhaust pipe and the engine is allowed to idle. As the exhaust gas passes through this device suction is created at the inlet hole. Collected by a nozzle, the dust and dirt are drawn through the hose and expelled into the air at the rear of the car. It is made in three models, for cars of different size.

With the car's engine idling, gas from the exhaust creates a vacuum that cleans the cushions

Keep Baby SAFE with a "Lull-A-Baby" Car Hammock

SAFEST, MOST COMFORTABLE CAR BED EVER MADE

FITS ANY HARTOP CAR ONE-MINUTE INSTALLATION

RETAILS FOR ONLY \$6.95

YOU CAN PURCHASE A "LULL-A-BABY" CAR HAMMOCK FROM YOUR LOCAL DEALER OR PURCHASE IT AT 58 Lighthouse Avenue, Monterey, California, on the Monterey Peninsula





Mike (right) displayed some of his work at our January gathering, while Carl Thompson checks them out.

Mike Felix is also a model builder!

Our feature vehicle for March, the 1937 Dodge PU, belongs to Mike Felix of North Hero and it happens he has a second car hobby. He builds 'very accurate' models.

Wheel Tracks asked him...How long have you been in the hobby? I have been building off and on since I was 4 years old(so give or take 62 years) and was introduced to it by my Dad. I build cars and trucks almost exclusively, mostly in 1/25 or 1/24 scale. Modeling car and truck subjects is one way to feed my enthusiasm for the 1/1 cars and trucks I enjoy. The hobby has been a great learning experience for me. To build an accurate miniature of an actual vehicle you must do your research if you are to duplicate parts, assemblies, paint, etc. accurately. I build most of my models for pleasure, however, I occasionally build them to be entered into contests.

WT...tell us a little about the 1932 Ford Lakester that you built. The 32 Ford Lakester is 1/25 scale and was built to enter in contests and took almost two years to complete (I do not work on a model project every day and usually for not more than an hour or so at any one time). The more you understand 1/1 cars and trucks, the better able you are to build an accurate model. Many of the techniques used to restore 1/1 cars and trucks are directly applicable to building quality models.

Wt...What is a "Lakester"? The Ford Lakester is a highly modified build of a Monogram kit to resemble a car assembled in a garage by a bunch of buddies from used parts just after WW II. It was assembled following the guidelines for Class C racing on the dry lake beds of California in the late 40's.

I modified the original kit body: the body panels were thinned to be closer to scale thinness, inner body panels were scratch built, a 37 Ford pickup grille was heavily modified to attach to the nose of the 32. The body was lowered on the frame and attached to the frame via articulating tubes. The 32 frame rails were kept stock. The cross members, shocks and steering linkage were scratchbuilt. The rear axle is from a 40 Ford.

The stock flathead is mated to a 39 LaSalle gearbox, headers, custom 2 carb manifold and Edelbrock heads. The fuel lines, battery cables, ignition wiring, brake lines, throttle return spring and hose clamps were scratchbuilt from various wire, tubing and jewelry findings., as was the radiator hoses and gas tank.

The wire wheels are hand laced and the tires are from a period correct truck, at the time it was believed that the higher ply tires supplied to trucks, could take the speed of racing better than those tires supplied on cars..



WT... Do you belong to a club...is there a club for this hobby? There are model clubs(I belong to one) and contests across this country (including Vermont) and most of the world - similar to 1/1 car and truck clubs, and magazines devoted to the hobby.

WT...Your two 1/1 vehicles, the '37 PU and the '39 Road King Plymouth plus your modeling, must be kept busy? I have been working on my 1/1 car and truck since about 94. So I divide my time between modeling, the 1/1 car and truck, fishing, splitting wood, riding my bike, attending car and truck shows, grandchildren, chores, my wife...oh, and my job. So like everyone else, there is never enough time.

WT...BTW, your Pickup is designated an MC. What does MC mean? MC is the model designation for the 1/2 ton, so for example, the 3/4 ton would have a different two letter model designation.

WT... Thank you Mike, This is all very interesting.



The 2019 VAE President's
Restoration Award
Went to

Joe and Judy Paradis
For the fine work in restoring this
beautiful
1966 Ford Mustang GT Converti-
ble



Pictured left, our new president, Jan Sander presents our outgoing president, Dave Stone, a plaque for his work at the VAE post.

In fact, Dave has served two years as our president, allowing the club a very smooth transition into our 501c3 not-for-profit status. Thanks to Dave's leadership through some intense times, our club is much stronger and more prepared for the future.

Thank you Dave for all you have given us.



The picture below is from the front page of Wheel Tracks in May 2013. It is **Dick McIay's** 1965 Rover P5 Coupe.

Fast forward to 2019 and the Rover now has a new driveshaft (left), to go with the BMW engine that Dick has put under the Rover hood (bonnet). He had the driveshaft made in a North Carolina shop, that contracts with Chevrolet, to make all the special drive shafts for their Corvettes.

The driveshaft is made of 1800 PSI carbon fiber and weighs about 25% less than the steel type. The specs allow the driveshaft to accommodate a 400HP engine.

Asked why? Dick, an engineer, said it has all to do with performance. He then continued...

Rotational Inertia= $m(r)(r)$, where "m" is the mass and "r" is the radius or the distance between the object and the axis and is proportional to mass.

Dick is OK!...I will be, in a moment or two.



Coming VAE Events for 2019



**March 30th, Saturday
11:00 AM**

We've set up the VAE event for March. We will be hosted by David Paul and the Subaru

Rally Race Team at their very impressive new facility at Vermont Sports Car at **85 Gonyeau Rd. in Milton**. As you may recall, these folks build race cars from the ground up and have all the tools, machinery and skills to do it. This is an entirely new building designed to accommodate their unique needs. If you were impressed with their set up in Colchester, you'll be blown away with this new place. Gonyeau Rd. is in the Catamount Industrial Park, off Rte. 7, right on the Milton-Colchester town line. You should recognize the new building, to your right on a slight rise, a very short distance in. Be sure to bring a bag lunch and dine in comfort. Beverages will be provided as usual. Wendell Noble

April 2019.... Event organizers, John & Carol Lavallee, Fletcher, Vermont.

May 2019.... Event organizers, Gary & Sharon Fiske, Enosburg Falls, Vermont.

June 2019.... Event organizers, Gary & Nancy Olney, Derby Line, Vermont.



June 15th & 16th...
The VAE/Shelburne Museum
"Classic Auto Festival".

Event organizer, Ernie Clerihew

All Antique and Classic cars are welcome
OR

Dust off your truck for this year's feature vehicle

Register on-line

July 12th, Friday.... Our multi-day tour of Bennington area. More details later. Ken Gypson.

July 20th & 21st U-Mall VAE Old Car Display In-the-mall. More details later.

July... Colchester Burnham Library. VAE old car visit. More details later from Charlie Thompson.



August 9th, 10th & 11th. Waterbury...
"The Vermont Antique & Classic Car Meet".

This year featuring antique tractors.

Also new... Antique race cars will have their own class. Motorcycles will have their own class AND....

The Kit Car Community is invited to be on the show field.



September.... Wings & Wheels, Highgate Airport. More details later. Event organizer, Hal Boardman.

October Gypson Tour. More details later. Ed Hilbert.

November.... VAE Annual Meeting. More details later. Wendell & Mary Noble.

December 8th, Sunday 11AM.... VAE Holiday Meet. Steak House Restaurant. 1239 Barre/Montpelier Road. Charlie & Marion Thompson.

Cars & Coffee Vermont 2019.... Every 3rd Saturday at 7AM on the University Mall Grounds. John Malinowski

If you want the latest VAE events schedule, **John Lavallee** invites everyone to visit our website (vtauto.org) and click on "See all VAE Events"

John, also, sends out regular "Event Emails" to all members

Our Board meetings for 2019 will be held in Williston at the Whitney Hill Homestead.

April 8th @ 6PM

July 8th @ 6PM

October 14th @ 6PM

"All Are Invited"

Wheel Tracks Classifieds



Free to all Enthusiasts

For Sale.... N.O.S. running boards for 50's Chevy truck. 39" long-\$100.00 for pair.

Tri Five Chevy parts, Used V8 engine parts- camshaft and valve set, two 2 barrel intake manifolds, four heads, oil pan, bell housing and flywheel plate for an automatic, heater core, steering wheel, 3 speed transmission and other small parts. \$ 150.00 for the lot.
Don Lovejoy, 802-763-7269 evenings

March Bumper Sticker...

I had a life
But
My Job
Ate it

Do you need a VAE name tag?
(**\$9.00**)

Contact Christina
christina.mccaffrey@vtmednet.org

How about a VAE Banner for your car?
Call Wendell Noble to order one.
802-893-2232

Need a VAE window sticker? \$1 each, 6 for \$5.
Call 802-933-7780 or email gafiske@gmail.com.

Wheel Tracks has a fairly good record with our classifieds, a very popular page.
They are free! Send them in and set back and count the \$\$\$\$



Good evening enthusiasts!

Dell & I have taken our winter hiatus and are currently enjoying the environs of Florida! We have been keeping abreast of the weather activity in Vermont and New Hampshire, and empathize with the struggles to endure that cold New England snow-belt. Wintertime has usually meant reduced activity in the antique car hobby, as I have never had a heated garage. Perhaps you have found ways to keep engaged and interested during these cooler months?

In addition to an AACA show in Ocala later this month, the Amelia Island Concours is coming in March. Having activities to look forward to definitely keeps me encouraged. I have also taken to the TV/ Internet to feed my need for an old car "fix." I found a couple of movies that were set in the 1930's and actually have a Duesenberg in them! The Duesenberg isn't the focus of either film, but they did stay on the screen for more than a couple of seconds and did add to my enjoyment of the films! If you get the chance to see them, I would very much recommend them.

"Topaze" released in 1933, is a black and white film produced by David O. Selznick and stars John Barrymore and Myrna Loy. It is based on a 1928 play with the same name, written by Marcel Pagnol. The plot is mildly interesting, the protagonist-Professor Auguste A. Topaze - tries to instill real values into his students and disciplines rebellious brats. The troublemaker's mother makes a fuss to the school administrator, who promptly dismisses the Professor. Wow...even in the 30's we had these

problems? Well, the plot thickens and times gallops ahead....The conclusion is quite good, and a moral victory. I'm sure you'll like it!

The second movie I watched was a color movie, the 1937 version of "A Star is Born", produced by the same David O. Selznick, but starring Janet Gaynor and Fredric March. It has a nice Duesenberg in it, too! The plot is moderately interesting. Cliché young actress arrives in Hollywood with dreams of making it "big." After getting some tough lessons in life, comes into contact with a more mature actor whose star is up, but fading....as the story unfolds, the young woman's career starts to take traction, while the older man's stature starts to wane...eventually the actress must choose between pursuing her career or caring for her husband (the now has been actor).

Either of these movies are pretty good, and a great diversion to any snow storm. Heck, I watched 'em down here and the weather was pretty terrific! Best regards! Hope to see you all soon! Keep up the Old Car Fun! Can't wait to be "on the road, again!"

With love, Chris and Dell Chartier 2247 Holly Lane, Bunnell, Florida 32110

VERMONT AUTOMOBILE ENTHUSIASTS

Please Send Dues or Address Changes to:

Christina McCaffrey

89 Ledge Road

Burlington, VT 05401-4140

christina.mccaffrey@vtmednet.org



The Vetter Regiment heading for the parade!



March 2019

Check the date after your name,
Your VAE Membership
might need to be renewed.



FROM WHEEL TRACKS ARCHIVES.....WE KNOW WHAT THE CAR IS BUT, SORRY, NOT THE FOLKS